

**From:** Michael Crye [MCrye@iccl.org]  
**Sent:** Tuesday, July 29, 2003 5:59 PM  
**To:** Hetty.L.Richardson@maine.gov  
**Cc:** Angela Plott; Christine Fischer; Ted Thompson; Stan Deno  
**Subject:** Press stories on the Cruise Industry

Hetty Since you have placed several news articles on the working materials for the stakeholder group, you may be interested in posting the below story also.

Dumping claim countered: Federal fisheries officer says cruise ships do not

By: Alan Daniels

The Vancouver Sun

07/29/2003

A senior federal fisheries officer said Monday he is convinced there is no dumping of raw sewage by cruise ships in B.C. waters, despite claims to the contrary by Vancouver Councillor Tim Louis and a leading Vancouver-based marine environmental organization.

Fisheries and Oceans regional director Dick Carson said in an interview he has monitored the activities of cruise ships off the B.C. coast and he has been on several ships to inspect their on-board sewage-treatment facilities.

"I have had a fair amount of exposure to the cruise ship industry and its practices in the last several years," he said. "We have been working with Environment Canada, Parks Canada and Canada Coast Guard. Ships are required to operate to very high standards.

"There are no cruise ships along the B.C. coast at this point that are discharging raw sewage, We don't have the same confidence in recreational vessels."

Carson said the Alaska fleet, the majority of which is based in Vancouver, consists mostly of newer vessels that generate "basically drinking quality water" after on-board treatment.

"These ships are not, in the majority of cases, of concern to us from a government agency standpoint," he said.

Louis was not available for comment Monday and his office said he would not be giving interviews on the subject.

According to newspaper reports, Louis attended a rally against cruise ship pollution at Canada Place on Sunday and said that he would bring a motion before city council in September "to prevent cruise ships from dumping raw sewage and toxic chemicals in B.C. waters."

He said the city should refuse to provide services to ships that dump waste and they should not be allowed to dock here without signing an undertaking not to pollute.

But Donna Spalding, of the Vancouver-based North West Cruise Ship Association, which represents 26 cruise ships operating in B.C. and Alaska waters, said Louis and other city officials consistently have failed to respond to invitations to visit ships while they are in port and inspect sewage-treatment facilities and environmental logs.

"They have resisted our attempts to have them come down and take an environmental tour on board ships," she said. "We have invited them."

Nancy Chiavario, a director of Oceans Blue Foundation USA and a former director of the founder organization in Vancouver, said the foundation believes some cruise ships pollute in B.C. because there is no effective legislation to prevent it.

She said if there was legislation the city of Victoria would not be allowed to dump its raw sewage directly into the Strait of Juan de Fuca.

"There has to be a reason why Alaska put tough legislation on the books," Chiavario said. "Good on Tim Louis for trying to do something."

She said Oceans Blue believes the federal government has to come up with more than just voluntary guidelines for the cruise industry.

Cruise ships account for less than 10 per cent of marine traffic on the B.C. coast, but the vessels have a high profile and are frequently targeted as polluters by environmental lobby groups such as Oceana, a non-profit international advocacy organization based in Washington, D.C.

Oceana claims to have members in 190 countries and territories.

North West Cruise Ship Association president John Hansen said most cruise ship treatment systems are on par with on-shore municipal facilities and in some cases are superior.

"Systems are all monitored by the U.S. Coast Guard and there is a waste-water testing program in place," he added. "Every ship every year is monitored by the coast guard with testing done by an independent laboratory in Ketchikan."

"There are some people who argue that Alaska has higher standards than B.C. and it is true they have the highest standards in the world. We were involved with the State of Alaska in establishing these environmental standards of management."

"But the fact is that the ships have the same operating practices in B.C. as in Alaska. Nothing changes because the ships cross the border."

All treatment systems run 24 hours a day and you certainly don't have changes in the way the crews operate."

Since 1993, the U.S. justice department has levied fines totalling nearly \$50 million US to 10 cruise lines including three that base ships in Vancouver: Seattle-based Holland America Line, Los-Angeles-based Princess Cruises and Miami-based Royal Caribbean Cruises.

Although most pollution incidents took place in the Caribbean and the Atlantic, Holland America was fined \$1 million for allegedly discharging oily bilge water off Alaska in June 1998.

According to Oceana there have been numerous air pollution and sewage/grey water discharge violations in the last few years in Alaskan waters resulting in seven companies being cited by the U.S. Environmental Protection Agency. Oceana notes on its Web site that although the U.S. Clean Water Act requires cruise ships to install and use marine sanitation devices (MSDs) to treat sewage, the devices do a poor job and there is no independent verification that they operate properly.

In addition, it alleges cruise companies have a record of ongoing violations of the laws, including illegal oil disposal and illegal trash dumping.

NWCA's Spalding counters that MSDs are effective and ships logs relating to discharge at sea are audited on a regular basis by Transport Canada, insurance cooperatives and port state authorities

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